

OTTAWA, Ontario.
June 21st, 1947.

FROM: Director of Air Services

SUBJECT: Marking of Aircraft

1. Under authority of Order in Council P.C. 2325 dated the 13th day of June, 1947, and published in the Canada Gazette dated June 25th, 1947, the Air Regulations, 1938, Sections II, III, IV of Part II are revoked.
2. Pending the approval of new Regulations for the marking and identification of aircraft the following minimum requirements based upon recommendations of the International Civil Aviation Organization will be effective immediately.
3. It is pointed out that aircraft already marked in accordance with Air Regulations 1938 need not be changed.

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MARKING OF AIRCRAFT

SECTION I

1. DEFINITIONS

Aircraft. Any air-supported vehicle.

Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.

Heavier-than-air aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

Balloon. A non-power-driven lighter-than-air aircraft.

Airship. A power-driven lighter-than-air aircraft.

Glider. A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Gyroplane. A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which normally rotate freely on substantially vertical axes.

Helicopter. A heavier-than-air aircraft supported in flight by the reactions of the air on one or more normally power-driven rotors on substantially vertical axes.

Ornithopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

Classification of aircraft. See Table I.

SECTION II

2. LOCATION OF NATIONALITY AND REGISTRATION MARKS2.1. GENERAL

2.1.1. In the case of an aircraft registered in Canada the nationality mark shall be the letters "CF" and the registration mark the assigned combination of three capital letters. They shall be painted on the aircraft (or affixed by any other means ensuring a similar degree of permanence) in the following manner:

2.1.2. The nationality marks shall be separated by a hyphen from the registration marks and shall precede them.

2.2. LIGHTER-THAN-AIR AIRCRAFT2.2.1. Airships

The marks shall appear on each side of the airship and also on the upper surface on the line of symmetry. They shall be located lengthwise near the maximum cross-section of the airship.

2.2.2. Spherical Balloons.

The marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.

2.2.3. Non-spherical balloons

The marks shall appear on each side. They shall be located near the maximum cross-section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.

2.2.4. All Lighter-Than-Air Aircraft.

The side marks shall be visible both from the sides and from the ground.

2.3. HEAVIER-THAN-AIR AIRCRAFT2.3.1. Wings.

The marks shall appear once on the upper surface of the wing structure and once on the lower surface of the wing structure. They shall be located on the right half of the upper surface and on the left half of the lower surface of the wing structure unless they extend across the whole of both the upper and the lower surfaces of the wing structure. So far as is possible the marks shall be located equi-distant from the leading and trailing edges of the wings. The tops of the letters shall be toward the leading edge of the wing.

2.3.2. Fuselage (or equivalent structure) and Vertical Tail Surfaces.

The marks shall appear either on each side of the fuselage (or equivalent structure) between the wings and the tail surfaces, or on the upper halves of the vertical tail surfaces. When located on a single vertical tail surface they shall appear on both sides. When located on multi-vertical tail surfaces they shall appear on the outboard sides of the outer surfaces.

2.3.3. General.

If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 2.3.1. and 2.3.2., the marks shall appear in a manner such that the aircraft can be identified readily.

2.4. EXPERIMENTAL AIRCRAFT

2.4.1. Aircraft flown only for experiment or test shall display the letter "X" following the nationality and registration markings.

SECTION III

3. MEASUREMENTS OF NATIONALITY AND REGISTRATION MARKS

3.1. The letters in each separate group of marks shall be of equal height.

3.2. LIGHTER-THAN-AIR AIRCRAFT

3.2.1. The height of the marks shall be at least 30 inches (75 centimetres).

3.3. HEAVIER-THAN-AIR AIRCRAFT

3.3.1. Wings.

The height of the marks shall be at least 20 inches (50 centimetres).

3.3.2. Fuselage (or equivalent structure) and Vertical Tail Surfaces.

The marks shall not interfere with the visible outlines of the fuselage (or equivalent structure) or shall be such as to leave at least a two inch (5 centimetre) margin along each edge of any vertical tail surface. Within these stipulations the marks shall be as large as practicable except that this clause shall not be interpreted as requiring the use of marks exceeding 6 inches (15 centimetres) in height.

3.3.3. General.

If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 3.3.1. and 3.3.2., the marks shall appear in a manner such that the aircraft can be identified readily.

SECTION IV

4. TYPE OF CHARACTERS FOR NATIONALITY AND REGISTRATION MARKS

- 4.1. The letters shall be capital letters in Roman characters without ornamentation.
- 4.2. The width of each character (except the letter I), and the length of hyphens shall be two-thirds of the height of a character.
- 4.3. The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.
- 4.4. Each character shall be separated from that which it immediately precedes or follows, by a space equal to half a character width. A hyphen shall be regarded as a character for this purpose.

SECTION V

5. IDENTIFICATION PLATE

- 5.1. An aircraft shall carry an identification plate inscribed with at least its Nationality and Registration Marks. The plate shall be made of fireproof metal and shall be secured to the aircraft in a prominent position near the main entrance.

A. T. Cowley

(A. T. Cowley),
Director of Air Services.

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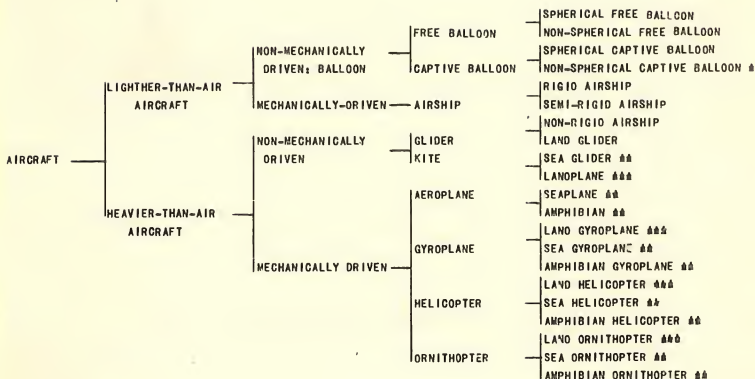
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TABLE I

CLASSIFICATION OF AIRCRAFT

GENERALLY DESIGNATED "KITE-BALLOON".

"FLOAT" OR "BOAT" MAY BE ADDED AS APPROPRIATE.

INCLUDES AIRCRAFT EQUIPPED WITH SKI-TYPE LANDING GEAR (SUBSTITUTE "SKI" FOR "LAND").

INFORMATION CIRCULAR O/64/47

OTTAWA, Ontario,
October 6th, 1947.

FROM: Director of Air Services

SUBJECT: Aircraft Identification Plates

1. The attention of aircraft owners is directed to the requirements of Section V, Para 5. 1. of Information Circular No. O/36/47.

2. Aircraft owners are informed now that they are to act in accordance with the above referenced Section of Information Circular O/36/47, on or before March 31st, 1948.

3. As specified, the identification plate shall be made of fireproof metal such as stainless steel, or one with equivalent or better fire-resisting qualities.

A. T. Cowley

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